

Amendments to the Specification

Amend the paragraph spanning pages 7 and 8 as follows:

In use, the pressure is applied to the back side of the piston 30 to extend the piston. Initially the piston will move to take up any clearance after which the piston will engage the pressure plate 38 (FIG. 1) to squeeze together the interleaved stator and rotor discs to effect braking. As clamping pressure is applied, the pressure will increase to a point where it equals the force of the spring 65 that holds the piston against the flange of the tubular member 64. After this point, the piston will move forwardly relative to the tubular member 64 until the bottom of the end wall portion 49 of the piston 30 engages a rear end 68 of the tubular member 64, whereupon the piston and tubular member will move forward together. As the piston and tubular member move forward together, the tubular member also advances the continuous tube 62, which engages the hardened ball 60. If the force exerted exceeds the resistance of the continuous tube 62 to movement of the ball 60, the ball will deform the continuous tube radially outwardly as it is drawn through the tube. If there has been no wear of the brake discs, the piston will not extend to a point that will cause the ball to move through the continuous tube. If there has been wear, the piston will move further than it did during a prior braking operation, thereby causing the ball to be drawn through the tube by an amount equal to the extent by which the piston extended during the last braking operation. This in turn will cause the retaining ring ~~66~~ 67 to be displaced outwardly relative to the cylinder 29 and thus define a new retraction stroke stop position for the piston.

Amend the first full paragraph on page 8 as follows:

Upon removal of pressure from the back side of the piston 30, the spring 65 will cause the piston to retract until the flange ~~67~~ 66 returns in contact with the retaining ring ~~66~~ 67. Consequently, the piston will not return to its original retracted position relative to the cylinder 29 after the brake begins to wear and a prescribed clearance will be reestablished during the time when the brake is not applied. In FIG. 3, the piston is shown in a position corresponding to a substantial amount of wear of the brake discs.